

CANADIAN SCENIC ROUTE

# NIAGARA FALLS



**DOUBLE TRACK**

**The Finest Electric Railway in the World**



## NIAGARA FALLS PARK & RIVER RY.

### There is but One way of seeing the Niagara River

With all its points of interest, thoroughly, cheaply and quickly, and that is from the

### Electric Cars of the Niagara Falls Park and River Railway

which skirts the edge of the Canadian bank from Chippawa to Queenston, a distance of 13½ miles, following the route taken by Father Hennepin in 1678.

This road affords the only means of access to every point of interest on the river.

In its construction nothing was left undone that could in any way add to its safety or convenience. It is double tracked; the ballast is of broken stone; the ties are large; the rails are heavy, and of the very best steel; the bridges are of steel, resting on abutments and pedestals of the finest masonry; all curves are thoroughly protected with guard rails and rail braces; in short, everything has been done to make it a model road. The cars are unusually strong and convenient; the trucks have solid steel wheels, 33 inches in diameter and extra large steel axles. Specially-designed observation cars are used, with three tiers of seats running longitudinally, from which passengers can view the scenery without rising from their seats, while for parties desiring a private car, the company will provide one upon application being made in advance.

### Description of Route.

Passengers from Buffalo should embark at the Ferry Street Wharf, by the Excursion Steamer plying between Buffalo and Slater's Point, one and a half miles above Chippawa. The trip by water down the Canadian side of the Niagara River, for beauty and change of scenery, is unequalled. Arriving at the wharf, the cars of the railway company are in waiting.

On leaving the steamboat docks, the tourist is carried along the edge of the Niagara and Welland rivers to the historic village of Chippawa, an ideal spot as a summer resort, boating and fishing being first-class. Crossing over the

## NIAGARA FALLS PARK & RIVER RY.

### Famous Battlefield of Chippawa Creek,

the car now passes on to the Dufferin Islands. These islands, which are connected by heavy steel bridges, abound in shady pathways and quiet corners, with such romantic names as "Lover's Retreat," "Rambler's Rest," "Lover's Walk," etc.

### Lundy's Lane

This battlefield, the scene of one of the most decisive engagements of the war of 1812, is within easy reach of the railway, being about a mile west of the Falls. The battleground is to be seen, with its long trenches and a few headstones to mark as many names of the slain. An Historical Society has erected a monument worthy of the occasion.

From the Islands to the Falls, we skirt the edge of those beautiful rapids above, of which Nathaniel Parker Willis has said: "No one who has not seen this spectacle of turbulent grandeur can conceive with what force the swift and overwhelming waters are flung uprivers. The rocks, whose soaring points show above the surface, seem tormented with supernatural agony, and fling off the wild and hurried waters as with the force of a giant's arm. Nearer the plunge of the fall the rapids become still more agitated, and it is impossible for the spectator to rid himself of the idea that they are conscious of the abyss to which they are hurrying, and struggle back in the very extremity of horror."

Close to the edge of the Falls stands the Company's Power House, which has a capacity of 3,000 horse-power. In its construction many difficulties were met with, but all happily overcome. The water is taken from the rapids, just above the Falls, by a flume 200 feet long, to the gates; here it plunges a depth of 62 feet on to the turbines below, and is then carried away by a tunnel 600 feet long, discharging underneath the Falls. The power is conveyed by the proper shafting and belting to the dynamos in such a manner that any required number of these machines may be used as necessity demands.

### At Table Rock House

close by, you may procure a rubber suit and go underneath the Falls by the elevator and tunnel constructed for that purpose. Here alone, at the foot of the

### Great Cataract

can you begin to realize the stupendous volume and force of the water as it dashes itself into foam at your feet. Standing for a few moments, with that awful roar penetrating your whole being, and the angry gust causing you to cling to the handrail for support, you begin to feel infinitely small and powerless in comparison with this great work of Nature.

## NIAGARA FALLS PARK & RIVER RY.

We have now been passing through for some miles

### Queen Victoria Niagara Falls Park

which was established in accordance with an act passed by the Legislature of Ontario in 1885, in commemoration of Her Majesty's Jubilee. The commissioners appointed to carry out the work were Col. Sir Casimir S. Gzowski, A. D. C., and Messrs. J. W. Langmuir, J. Grant Macdonald, and J. A. Orchard, and through their efforts the Park has become what it is to-day.

### The Very Embodiment of Loveliness

From it the tourist can view to the best possible advantage both the American and Canadian or Horseshoe Falls.

### THE AMERICAN FALLS

exactly opposite, are 1,000 feet wide, with a fall of approximately 160 feet.

### THE HORSESHOE FALLS

were so named on account of their shape at the time of christening, but since then their crest line has changed considerably. The contour is 2,600 feet in length, and the height is 158 feet. Within the confines of the Park an

### INCLINED RAILWAY

descends the bank to the landing of the steamer

### "MAID OF THE MIST"

and from its deck the most comprehensive view of both Falls may be had.

In the old Museum Building, Mr. S. Barnett, of the House of Commons Restaurant, Ottawa, and the Board of Trade Restaurant, Toronto, has opened a

### RESTAURANT

where the accommodation will be found to be first-class in every respect, and the charges moderate. Special rates for excursion parties can be obtained by correspondence with Mr. Barnett, or with the Manager of the Railway.

Just after leaving the Falls, we pass

### UPPER STEEL ARCH BRIDGE

This was first built as a Suspension Bridge in 1869 of wood, was rebuilt in 1889 entirely of steel, and is now the longest steel arch in the world. The arch span being 840 feet, total length of bridge 1240 feet, width 46 feet, and height of floor above the water 192 feet.

## NIAGARA FALLS PARK & RIVER RY.

Still continuing along the edge of the bank, in full view of the river, which here is of smooth and unbroken water, of a beautiful emerald green we reach

### THE CANTILEVER BRIDGE

owned by the Michigan Central Railway. It is interesting from an engineering standpoint, as being one of the first bridges of this description ever erected. Work was commenced on it April 15th, 1883, and the whole structure was completed the December following. The total length of the bridge is nine hundred and ten feet, and height of rail above water two hundred and forty-five feet.

A stone's throw from the Cantilever Bridge is the new

### STEEL ARCH BRIDGE

of the Grand Trunk Railway. The building of this structure is said to be the greatest engineering feat of the kind in America, and was done by the Pennsylvania Steel Co., at the works in Steelton, Pa., in 1897. The arch has a span of 550 feet, between the end piers, and a truss span, at each end 115 feet long, to connect the arch with the bluff. The total length of the bridge and its approaches is 1,100 feet, and the center of the arch is 226 feet above the water. This bridge replaces the old Suspension Bridge, built in 1852.

The car now stops for a few minutes at the town of

### NIAGARA FALLS

where there is good hotel accommodation for those wishing to spend a few days in the neighborhood. Next comes the company's

### INCLINED RAILWAY

The view from the top, although very fine, is nothing in comparison with its impressive grandeur when seen from below. The channel here, being very narrow, causes the water to churn itself up into a boiling, leaping mass of foam in its mad rush to escape. After leaving this point the famous

### Whirlpool Rapids

are in view all the way to the world-renowned

### WHIRLPOOL

Here the river, taking an abrupt turn, makes almost a right angle, and the tremendous force of the water dashing against the opposite shore has worn a huge basin, the banks of which rise perpendicularly to a height of two hundred and fifty feet; around and around in this basin the current flows in great swirling eddies, and stumps and trees have been known to remain in the "Pool" for days, vainly seeking an outlet.

Leaving the water's edge, we find ourselves in a few minutes on the viaduct over the Whirlpool Rapids, from the centre of which we have a good view of the Whirlpool Rapids, with the Arch and Cantilever Bridges, and the town of Niagara Falls in the distance. This viaduct is 500 feet long, and 135 feet high and is built of steel.

## NIAGARA FALLS PARK & RIVER RY.

A few minutes more and we are back at the Whirlpool, looking across to where we were before, apparently only a stone's throw, but, in reality, half a mile away.

From here the railroad keeps close to the gorge, and from the cars splendid views of the river and lower rapids can be had. We are now passing over the famous battlefield of Queenston Heights.

As the car descends the mountain side, a superb view is caught of the country below: seven miles away is Lake Ontario: on either side as far as the eye can reach lies the

### Fruit Garden of Canada

while old Niagara, no longer a mad, seething torrent, slowly and majestically, as though wearied with its struggle for liberty, winds its way to the lake.

To the left of the track as we descend, on the top of the heights, stands

### Brock's Monument

This was first erected in 1826, but destroyed by an explosion in 1840. The present structure, built in 1853, is one hundred and eighty-five feet high, standing on a base forty feet square. The top is reached by a spiral stairway of two hundred and fifty steps. From here one has a splendid view of the surrounding country to all points of the compass, and on a clear day the City of Toronto is plainly distinguishable in the distance. Surrounding the Monument is a beautiful Park, in which are the ruins of two old Forts, used in 1812, one of them being in an almost perfect state of preservation.

At the foot of the heights the road passes within a few feet of where General Brock was killed in the war of 1812; a stone, erected by the Prince of Wales in 1860, marks the exact spot.

We now pass through the picturesque and historic village of

### QUEENSTON

in which many an interesting tale of deeds done in days gone by can be gathered from the older residents. There are only about three hundred inhabitants now, although at one time it was a busy and prosperous town, being one end of the old Portage from Chippawa to Queenston. But the building of the Erie and Welland Canals took most of its trade away.

Here is located the Company's Queenston Power House, which was built to supply the electricity necessary to operate the long grade up the heights. The grade is nearly a mile and a half long and rises five feet in a hundred, the total height of the mountain being about three hundred and fifty feet.

Note the terminus of the line is reached. From the dock at Queenston the Steamers "Chicora," "Corona," and "Chippawa," of the Niagara Navigation Company's Line, ply regularly between that point and Toronto.

## NIAGARA FALLS PARK & RIVER RY.

ALL OF THE FOLLOWING

### Points of Interest

can be seen from the cars of the Niagara Falls and River Railway without any charge other than railway fare:

American Falls—front view.  
Horseshoe Falls—front and side views.  
The Rapids above the Falls.  
The Queen Victoria Niagara Falls Park.  
Cedar Island.  
The Dufferin Islands.  
The Town and Battlefield of Chippawa.  
The Suspension, Cantilever and Steel Arch Bridges.  
The Whirlpool Rapids.  
The Whirlpool.  
The Rapids below the Whirlpool.  
The Gorge.  
The view from the top of Queenston Heights of the River from Queenston to Lake Ontario.  
Brock's Monument.  
The Battlefield of Queenston Heights.  
The stone erected by the Prince of Wales, marking the spot where General Brock fell.

### Points of Interest

along the route where a small charge is made:

Brock's Monument, to ascend stairway..... 25 cents  
Whirlpool Inclined Railway..... 25 cents  
Steel Arch Bridge, return fare..... 10 cents  
New Suspension Bridge, return fare..... 15 cents  
Clifton Inclined Railway, return fare..... 10 cents  
Str. "Maid of the Mist"..... 50 cents

NOTE—At the Whirlpool Rapids Inclined Railway, the small charge is 50 cents, but the Company's passengers are taken at the above reduced rate if tickets are purchased from agents or conductors.

### Points of Connection

with other railways and steamboat lines:

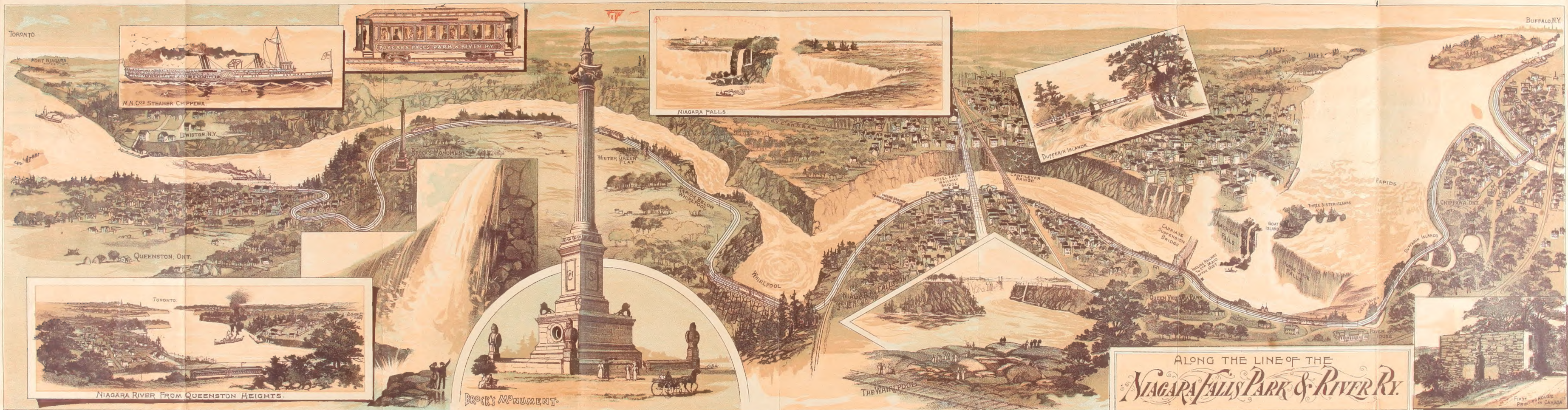
AT QUEENSTON—Niagara Navigation Company's Steamboat Line to and from Toronto, and at that point with Grand Trunk Railway and with Canadian Pacific Railway for Ottawa, Montreal, Quebec and points in Eastern Canada and the New England States.

NIAGARA FALLS, ONT.—Grand Trunk, Erie and Michigan Central Railways.

CHIPPAWA—Michigan Central Railway.

Excursion Steamer to and from Buffalo.  
Note—Passengers arriving at Niagara Falls, New York, have only to walk across either of the Suspension Bridges, at the ends of which all the Company's trains stop.





ALONG THE LINE OF THE  
*NIAGARA FALLS PARK & RIVER RY.*



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**NIAGARA FALLS PARK & RIVER RY.**

# Don't Fail

TO TAKE A TRIP OVER

**THE** **Canadian Route**

The **BEST EQUIPPED** Electric Line  
on the Continent

**Double Track**

**Rock Ballast**

**No Dust . . .**

**No Smoke . . .**

**No Cinders . . .**



**THIS LINE** affords the only satisfactory means of seeing every point of interest on the Canadian side, thoroughly, cheaply, and quickly, as it skirts the bank of the Niagara river, the entire distance from Chippawa to Queenston, and stops at every point of interest on the way.

FOR RATES OR OTHER INFORMATION  
apply to

**W. PHILLIPS,**

Manager.

**NIAGARA FALLS, CANADA.**

411592  
Jan 20 1910  
J. Jordan